(xxvii) Improvement in materials used in electrical fittings, fixtures such as MCB, light fittings, terminal boards, connectors etc.

(xxviii) Intensive publicity campaigns to prevent the traveling public from carriage of inflammable goods.

Railway zone for Kerala

1439. SHRI N.K. PREMACHANDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have received any proposal from the Kerala Government requesting to allot a Railway Zone exclusive for Kerala; and

(b) whether Railway are aware that difficulties in getting due share to Kerala are being experienced because of the absence of an exclusive Railway zone?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir. Representations have been received from various forums including one from the Minister of Transport, Government of Kerala.

(b) In this connection, it may be stated that new zones are set up keeping in view factors like size, workload, accessibility, traffic pattern and other administrative/operational requirements consistent with the needs of economy and efficiency and not on regional considerations. The demand for a zone in Kerala, when examined in the light of these considerations have not been found feasible. The present arrangement is working satisfactorily.

Recommendations of CRS

1440. SHRI K. RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) details of the recommendations made by Commission of Railway Safety during the last three years on each rail accident;

(b) details of the recommendations accepted for implementation and those rejected and those pending consideration; and

(c) reasons for non acceptance and the time by which decision would be taken on the recommendations pending consideration?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) Total number of recommendations made by CRS in their reports on the various rail accidents during the last three years is 683. Out of them, the number of recommendations accepted for implementation is 462, and 43 were not found feasible for acceptance. Rest of the items are presently under examination.

(c) Recommendations received from the CRS are examined in the Ministry of Railways in regard to their feasibility and practicality, financial implications and their overall impact on Railway operations, and decision on their acceptance/non-acceptance is conveyed to the Commission of Railway Safety thereafter. The examination/ implementation of various recommendations of the CRS is a continuous ongoing process.

Departure of Rajdhani Express from Howrah

1441. SHRI RAJKUMAR DHOOT:
SHRI KARNENDU BHATTACHARJEE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Delhi bound Rajdhani Express left Howrah before the time indicated on confirmed tickets on 25th May, 2003 leaving about 120 passengers stranded;

(b) if so, the details thereof; and

(c) if there was some change in timings, the reasons why the confirmed ticket holders could not be informed about the same over the phones/addresses indicated in their reservation forms and could not the diversion of the train by Main Line resulting in preponing of its departure taken effect from a date on which all reserved tickets could have been issued bearing the revised timing of departure?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.